

BEST COPY
Available
THROUGHOUT
FOLDER

6/24/98

WIND TEMP
25°C

GROSS WT.	PAVED		P.S.P.		SOFT SAND		PAVED		P.S.P.		SOFT SAND	
	T.O.	L.	T.O.	L.	T.O.	L.	T.O.	L.	T.O.	L.	T.O.	L.
80,000	1050	720	1050	720	1310	650	2220	2290	2200	2290	2660	1970
100,000	2450	990	2750	990	3410	890	4670	2470	5250	2470	6020	2120
115,000	4560	1260	5370	1260	7090	1130	6870	2800	8080	2800	9270	2470
130,000	7490	1550	9100	1550	13750	1390	9900	3240	12070	3240	14250	2790

25X1A

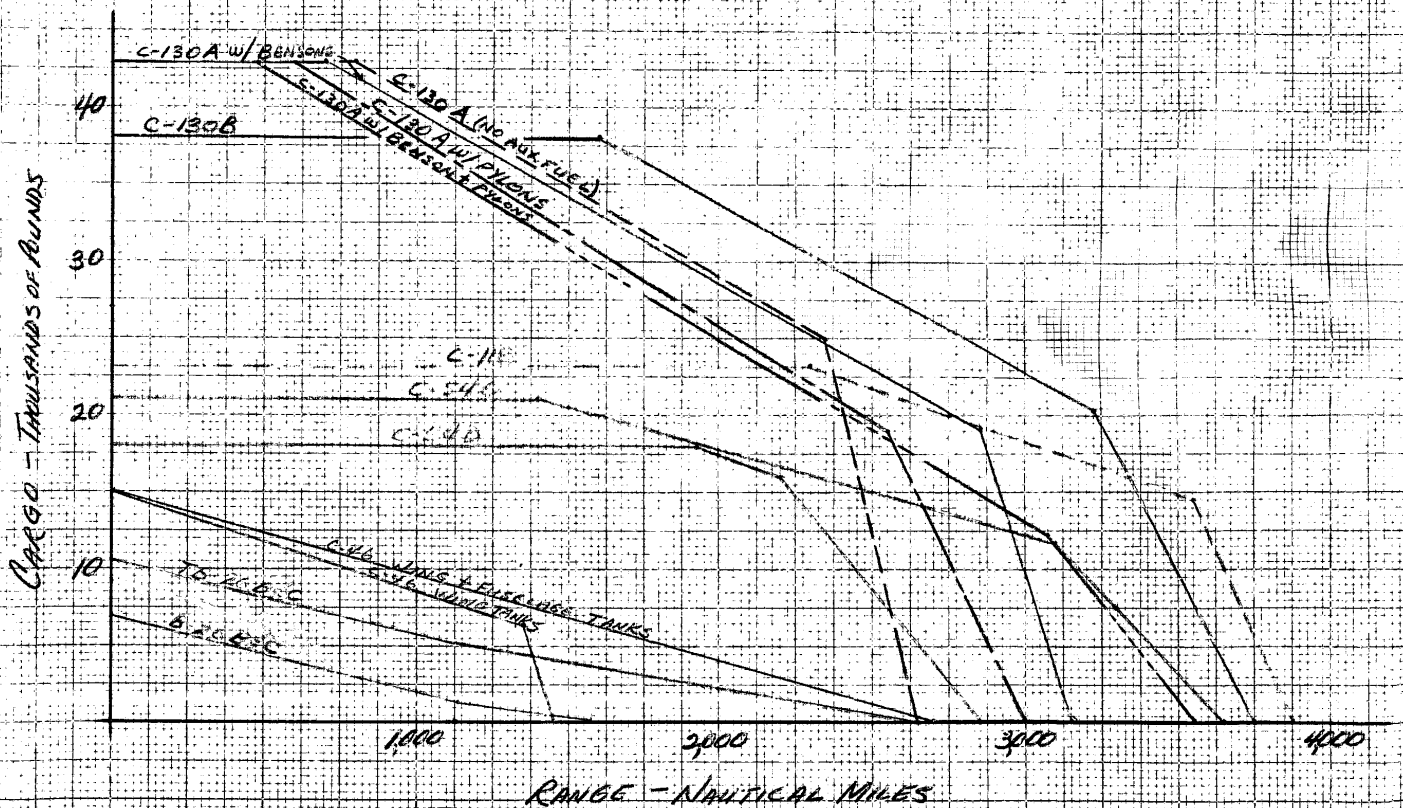
0 2011

GROUND ROLL FRICTION COEFFICIENT .025 PAVED .10 SOFT SAND
BRKING COEFFICIENT .30 " .40 " "

	RANGE	W/T	RANGE	W/T	W/MAX CARGO	SPEED	ALTITUDE	GR W/T	RES FUEL #	REMARKS
C-46 (WING TANKS ONLY)	1,350	6,500	1,450	15,000	0	155	7,500	45,000	1,500	
C-46 (WING + FUSELAGE TANKS)	2,700	0	2,700	15,000	0	155	7500	45,000	1,500	
C-54D	2,200	16,100	2,850	18,000	1,925	180 → 172	10,000	73,000	2,000	
C-54G	3,100	11,750	3,650	21,000	1,400	180 → 172	10,000	73,000	2,000	
C-118	3,550	14,509	3,875	23,200	2,300	227 → 193	10,000	107,000	2,500	
C-130A	2,350	25,000	2,650	43,000	800	293 → 286 26,500 to 33,000	124,000	4,500		
C-130A (WITH BENSON)	2,850	19,050	3,150	43,000	700	293 → 284 26,500 to 34,000	124,000	4,500		NO CONSIDERATION OF CARGO SPACE LOST DUE TO TANKS
C-130A (WITH Pylon)	2,550	19,000	3,000	43,000	625	293 → 287 26,500 to 32,000	124,000	4,500		NO FUEL PERMITTED IN Pylon TANKS WITH MAX CARGO
C-130A	3,100	12,200	3,550	43,000	475	293 → 283 26,500 to 35,000	124,000	4,500		SAME AS TWO ABOVE ITEMS (C-130 w/ BENSON + C-130 w/ Pylon)
C-130B	3,225	20,450	3,750	38,000	1,600	305 → 300 24,000 to 34,000	135,000	4,000		
B-26 ^{B/C}	1,135	1,400	1,575	7,000	0	208 → 198	10,000	35,000	900	NO WING TANKS
B-26 ^{T/B}	1,135	5,100	2,650	10,500	0	208 → 198	10,000	35,000	900	NO ARMAMENT
AD-5	300	7,120	1,125	9,400	0	199 → 197	10,000	25,000	800	BASIC ATTACK CONFIGURATION

	CLIMB FUEL	FUEL Applied	For Release	2000000T	(WING) (VOLUME)	P81B09880P000100000001	RANGE (ZERO CARGO)	RANGE (MAX CARGO)	SPEED	ALTITUDE	REMARKS
C-46 (WING TANKS ONLY)	1000	1500	7,000	45,000	1,350	6,500#	1,450	0 (15,000#)	155	7,500	
C-46 (WING + FUSELAGE SPEED TANKS)	1000	1500	14,500	45,000	2,700	0	2,700	0 (15,000)	155	7,500	
C-54)	950	7,000	14,900	73,000	2,200	16,100	2,850	1,925 (18,000#)	180 → 170	10,000	
C-54G	950	7,000	19,250	73,000	3,100	11,750	3,650	1,400 (21,000#)	180 → 172	10,000	
C-118	500 + 1500	2,500	39,000	107,000	3,550	14,500	3,875	2,200 (23,700)	227 → 193	10,000	
C-130	Tail to 1400 Climb 2600	4,500	29,950	124,000	2,350	25,000#	2,650	800 (43,000)	293 ↓ 286	26,500' 33,000'	
C-130A (WING) (BEYOND 1000 Range 1500#)	1400 + 2600	4,500	35,450	124,000	2,850	19,050#	3,150	700 (43,000#)	293 ↓ 284	26,500' 34,000'	No CONSIDERATION OF CARGO SPACE LOST DUE TO TANKS
C-130A (WING) (BEYOND 1000 Range 1500#)	1400 + 2700	4,500	35,900	124,000	2,550	19,000#	3,000	625 (43,000#)	293 → 287	26,500' 32,000'	No FUEL IN WING TANKS WITH MAX CARGO 19,000# MAX CARGO w/ PYLON FUEL
C-130A (WING) (BEYOND 1000 Range 1500#)	1400 + 2700	4,500	42,300	124,000	3,100	14,200#	3,550	475 (43,000#)	293 → 283	26,500' 35,000'	No CONSIDERATION OF CARGO SPACE LOST DUE TO TANKS MAX CARGO - No Pylon Fuel
C-130B	1400 + 2600	4,000	40,750	135,000	3,225	29,450	3,750	1,600 (38,000#)	305 → 300	24,000' 34,000'	
B-26B/C	300 + 300	900	4,500	35,000	1,135	1,400	1,575	0 (10,000#)	208 → 198	10,000	No WING TANKS
B-26B/D	300 + 300	900	4,500	35,000	1,135	5,100	2,650	0 (10,500#)	208 → 198	10,000	" " "
AD-5	300 + 300	800	1,480	25,000	300	7,120	1,125	0 (9,400#)	199 → 197	10,000	BASIC ATTACK CONFIGURATION

ALL DATA GOOD ONLY FOR MAX RANGE CRUISE
CONDITIONS OF ALTITUDE & AIRSPEED
FUEL RESERVE OF 2 HOURS IN EA. CASE



C-130B

BASIC WT 69,300#
 FUEL 45,240#
 CARGO 20,460#
 START ENG WT 135,000#

START ENG, TAXI, TAKE-OFF 1,500#

GROSS WT AT START OF CLIMB = 133,500# w/20,460# CARGO

GROSS WT AT START OF CLIMB = 113,040# w/o CARGO

ZERO FUEL WT 89,760# w/20,460# CARGO
 69,300# w/o CARGO

ONE (1) HOUR FUEL RESERVE	w/ 20,460# CARGO	w/o CARGO
25,000'	2610	2190
15,000'	2890	2480
10,000'	3080	2690
5,000'	3360	3000

GROSS WT AT END OF CRUISE w/20,460# CARGO w/o CARGO

DOCUMENT NO. 3

NO CHANGE IN CLASS. ☐☐ DECLASSIFIED

CLASS. CHANGED TO: TS

NEXT REVIEW DATE:

AUTH: HR 70-2

DATE: 30/10/81

Approved For Release 2000/04/19 : CIA-RDP81B00880R000100090001-3

REVIEWER: 010956/10,000

5000'

92,370

92,650

92,840

93,120

71,490

71,780

71,990

72,300

GR. WT AT START OF CLIMB 133,500# w/20,460# CARGO

CLIMB TO	TIME	MILES	FUEL
25,000'	0:30	107	2650#
15,000'	0:11	37	1200
10,000'	0:07	20	800
5,000'	0:03	9	400

GR. WT AT START OF CLIMB 113,040# w/o CARGO

CLIMB TO	TIME	MILES	FUEL
25,000'	0:19	62	1750#
15,000'	0:09	25	900
10,000'	0:05	15	550
5,000'	0:02	7	300

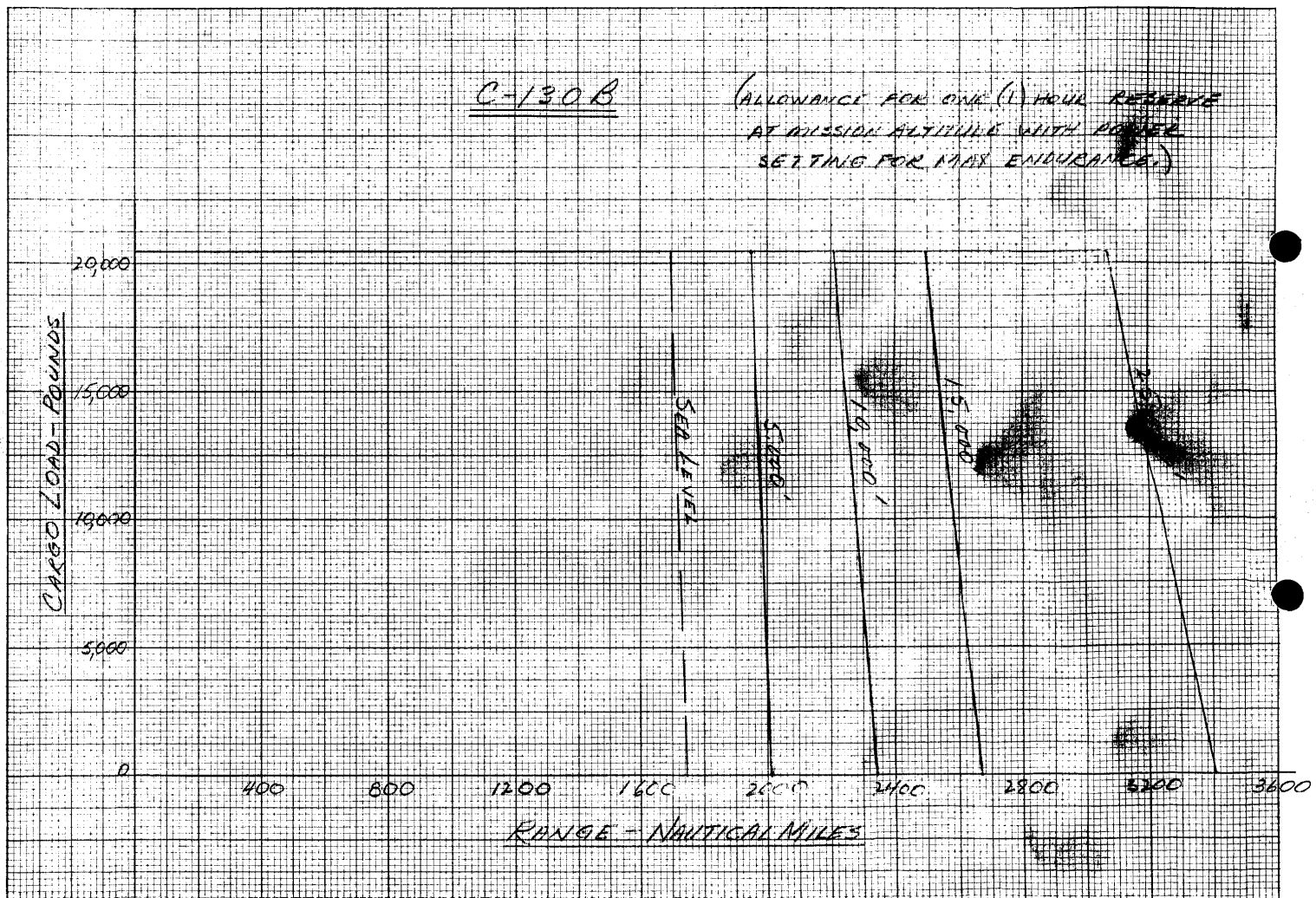
FUEL FOR CRUISE	w/20,460# CARGO	w/o CARGO
25,000'	38,460	39,800
15,000'	39,650	40,360
10,000'	39,860	40,500
5,000'	39,980	40,440

CR + CLIMB = RANGE

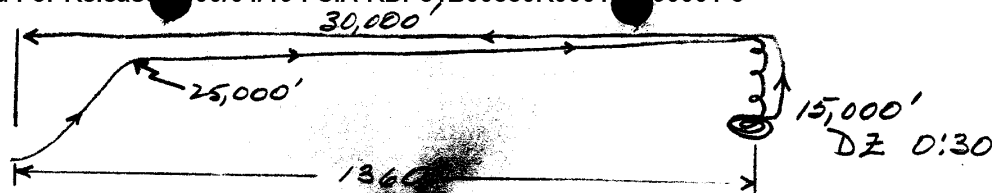
25,000'	130,850 → 92,370	AVE 77 NM/1,000#	= 2960 + 107 = 3067 NM
	111,290 → 71,490	AVE 84 " "	= 3340 + 62 = 3402
15,000'	132,300 → 92,650	AVE 62 " "	= 2460 + 37 = 2497
	112,140 → 71,780	AVE 65.5 " "	= 2645 + 25 = 2670
10,000'	132,700 → 92,840	AVE 55 " "	= 2190 + 20 = 2210
	112,490 → 71,990	AVE 57.5 " "	= 2330 + 15 = 2345
5,000'	133,100 → 93,120	AVE 48.5 " "	= 1940 + 9 = 1949
	112,740 → 72,300	AVE 49.5 " "	= 2005 + 7 = 2012

C-130B

(ALLOWANCE FOR ONE (1) HOUR RESERVE
AT MISSION ALTITUDE WITH POWER
SETTING FOR MAX ENDURANCE.)



#2 C-130B



BASIC WT 69,300*

FUEL 45,240

CARGO 20,460

START ENG WT 135,000*

BASIC WT 69,300*

CARGO 20,460

89,760*

START ENGS, TAXI, TAKE-OFF 1,500*

GR WT AT START OF CLIMB 133,500*

CLIMB TO 25K 0:30 MIN 107 MILES 2650* FUEL TAS 214

133,500

2,650

130,850* AT END OF CLIMB

CR CLIMB TO 30K 1253 MILES 76 NAM/1000* TAS 305

16,500* FUEL 4.12 hrs (4:07)

130,850

16,500

114,350* AT END OF CRUISE

DOCUMENT NO. 4

NO CHANGE IN CLASS ☐

☐ DECLASSIFIED

CLASS. CHANGED TO: TS (S) C 201

NEXT REVIEW DATE:

AUTH: HR 70-2

DATE: 30/08/70 REVIEWER: 010956

DESCEND TO 15K 0:10 MIN 220* FUEL NO RANGE

114,350

220

114,130* AT START OF LOITER IN DZ

LOITER IN DZ 0:30 MIN 15,000' 18 MIN/1,000* TAS 177 CAS 143

1,668*

114,130

1,668

112,462* AT END OF 0:30 MIN IN DZ

CLIMB TO 30K 0:22 MIN 1580# FUEL NO RANGE TAS 215
 112,462
1,580
 110,882# AT END OF CLIMB

CR AT 30K 1360 MILES 90 NAM/1000# TAS 300
 15,120#
 110,882
15,120
 95,762# OVER H₁ CONE AT 30,000 FEET

95,762# OVER HIGH CONE

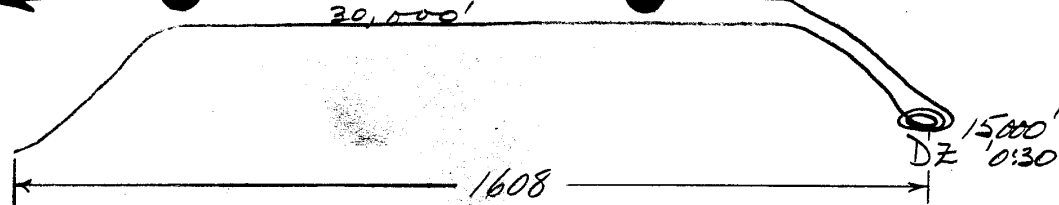
89,760# ZERO FUEL WEIGHT

6,002# FUEL REMAINING

MAX. ENDUR. @ 30,000' 23 MIN/1,000# FUEL 138 MIN
 RES 2.3 hrs (2:18)

#1

Approved For Release 2000/04/19 : CIA-RDP81B00880R0001-3

C-130B

BASIC WT 69,300 #

FUEL 45,240

CARGO 2,000

START ENG WT 116,540 #

BASIC WT 69,300 #

CARGO 2,000

ZERO FUEL WT 71,300 #

START ENGS, TAXI, TAKE-OFF 1,500 #

GR WT AT START OF CLIMB 115,040

CLIMB TO 30K 0:31 MIN 108 MILES 2480 # FUEL TAS 209

115,040
2480

112,560 # AT END OF CLIMB

DOCUMENT NO. 5

NO CHANGE IN CLASS. []

[] DECLASSIFIED

CLASS. CHANGED TO: TS (S) C 2011

NEXT REVIEW DATE:

AUTH: HR 70-2

DATE: 30/1/81 REVIEWER: 010956

CR @ 30K 1467 MILES 89 NAM/1000 # 16,500 # FUEL TAS 300

112,560
16,500

4.89 hrs (4:54)

96,060 # AT END OF CRUISE

DESCEND TO 15K 0:10 MIN 33 MILES 220 # FUEL TAS 198

96,060
220

95,840 # AT START OF LOITER IN DZ

LOITER @ 15K 0:30 MIN 21 MIN/1000 # TAS 155 CAS 124

95,840
1,430

1430 # FUEL

94,410 # AT END OF 0:30 MIN IN DZ

CLIMB TO 35K 0:24 MIN 90 MILES 1600 # FUEL TAS 225

94,410
1,600

92,810 #

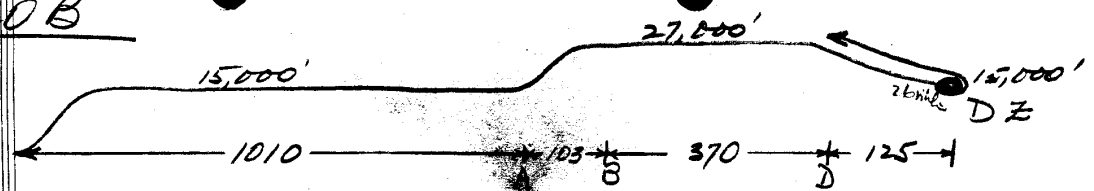
Approved For Release 2000/04/19 : CIA-RDP81B00880R0001-3

CR @ 35K 1518 MILES 107 NAM/1000# 14,180# FUEL TAS 295
92,810
14,180
78,630# OVER HI CONE AT 35,000 FEET

78,630# OVER HIGH CONE
71,300# ZERO FUEL WEIGHT
7,330# FUEL REMAINING

MAX ENDUR @ 35,000' 28.5 MIN/1000# 209 MIN
LES 3.48 hrs (3:29)

#1 C-130B



BASIC WT 69,380 #
 FUEL 45,240
 CARGO 2,000
 T.O. GRWT 116,540 #

START ENGS, TAXI, TAKE OFF 1,500 #
 GRWT @ START OF CLIMB 115,040 #

CLIMB TO 15K 0:09 min FUEL 900# 25 MILES TAS 167
 115,040
 900
 114,140 # AT END OF CLIMB

CR @ 15,000 985 miles 63 NAM/1000# 270 KTS
 15640 # 3.65 hrs (3:39)
 114,140
 15,640
 98,500 # AT POINT "A" (flying w/3 engs saves ≈ 1,000 #)

CLIMB TO 27K 0:10 min FUEL 1050 35 MILES TAS 210
 98,500
 1,050
 97,450 # AT END OF CLIMB
 103 - 35 = 68
 370 = 370
 125 - 26 = 99

DOCUMENT NO. 6
 NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
 CLASS. CHANGED TO: TS S
 NEXT REVIEW DATE: 0201
 AUTH: HR 70-2
 DATE: 2/10/81 REVIEWER: 010956

CR @ 27K 537 miles 88 NAM/1000# 285 KTS
 6110 # 1.885 hrs (1:53)
 97,450
 6,110
 91,340 # AT START OF DESCENT

DESCEND TO 15K 0:08 min FUEL 140# 26 MILES TAS 325
 91,340
 140
 91,200 # AT START OF LOITER IN DZ

LOITER IN DZ 0:30 15,000' 0:22 MIN/1000# 160 TAS 128 CAS
 1,365#
 9,200
 1,365

89,835# AT END OF LOITER IN DZ

CLIMB TO 27K 0:06 min FUEL 650# 22 MILES TAS 220
 89,835
 650

89,185#

CR @ 27K 473 MILES 91 NAM/1000# TAS 278
 5,200# 1.703 hrs (1:42)
 89,185
 5,200

83,985#

DESCEND TO 15K 0:08 min FUEL 140# 26 MILES TAS 325
 83,985
 140

83,845#

CR @ 15K 1010 + 103 - 26 = 1087 MILES 69 NAM/1000# TAS 238
 15,740
 83,845
 15,740

68,105# NO GOOD! OUT OF FUEL!

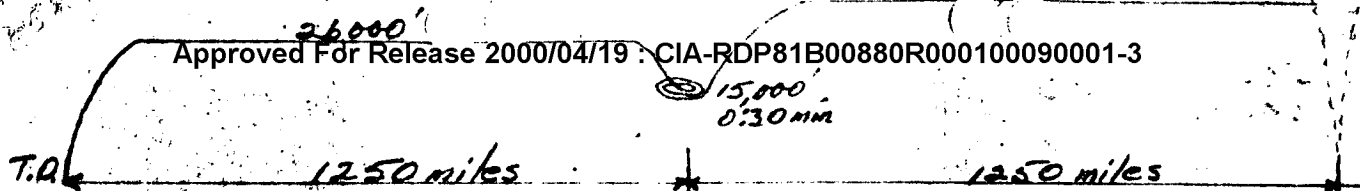
CR @ 15K 68 NAM/1000# TAS 240
 853 MILES 3.55 hrs (3:33)
 1087
 853

WT @ START 83,845#
 BASIC + CARGO 71,300

FUEL for CR 12,545#

234 NM SHORT AT DRY TANKS! (11:58 HRS)

HIGH
CONE
FUEL
RES?



BASIC WT	63,000	}	98465	124000
INTERNAL FUEL	34,465 (34,125) ^{USABLE}			
WT of PYLONS	1,000		<u>22000</u>	<u>120465</u>
MAX GROSS	124,000		120465	3,535 [#] fuel pylons

USABLE FUEL for MISSION 34,125 + 3535 = 37,660[#] ←

START ENGINES, TAXI, TAKE OFF 1400[#] FUEL

T.O. GR WT 122,600[#]

CLIMB TO 26000' 2350[#] FUEL 0:22 MIN 95 MILES

GR WT START OF CRUISE 120,250[#]

25K' 120K[#] 77 NAM/min[#]

25K' 110K[#] 80.5 " " 30K' 86

25K' 100K[#] 84 " " 30K' 91

26K' 120,250 → 110,000[#] 77 NAM/min[#] less 4% 120,250 → 110,000 74 NAM/min[#]

" 110,000 → 100,000[#] 81.5 " " " 110,000 → 100,000 98.5 " "

T.O. CRUISE 95 MILES

120,250 → 110,000[#] 759

110,000 105,220[#] 375

DESCENT TO 15000' 21

(180[#] FUEL)

LOITER @ 15000' START 105,220[#] 1540[#] FUEL END 103,820[#]

CLIMB TO 30000' 80 MILES 1300[#] FUEL 100 → 90K 96 NAM/min[#] 47%

102,200 → 90,000 1070 90 → 80K 96 NAM/min[#] 47%

OVER FUEL CONE 88,690[#] 2,680[#] FUEL 2,350[#] USABLE (56%)

DOCUMENT NO. 7
NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
CLASS. CHANGED TO: TS S S
NEXT REVIEW DATE: 2011
AUTH: HR 70-2
DATE 35081 REVIEWER: 010956

C-130A w/ PYLONS & 1 BENSON TANK

BASIC WT	62000	}	99,165 w/ EXTRA 124,000 MAX
BENSON TANK	700		
PYLON	1000		
INTERNAL FUEL	34465 (34125) ^{USABLE}		
			16,500 CARGO
			115,665
			8,335 EXTRA FUEL

BENSON FUEL 3250 (FULL)

PYLON FUEL 5,085 (PARTIAL FUEL)

USABLE FUEL FOR MISSION $34125 + 3250 + 5085 = 42,460^{\#}$

START ENGINES, TAXI, T.O. 1400[#] FUEL

T.O. GROSS WT 122,600[#]

CLIMB TO 26,000' 2350[#] FUEL 0:22 MIN 95 MILES

GR WT START OF CRUISE 120,250

26K' 120,250 → 110,000 77 NAM/1000[#] - 4% = 74 NAM/1000[#]

110,000 → 100,000 81.5 " " - 4% = 78.5 " "

T.O. & CLIMB 95 MILES

120,500 → 110,000 759

110,000 → 105,220 375

DESCENT TO 15K' 21 (180[#] FUEL)

ENTER 0:30 MIN @ 15,000' START 105,040[#] 1540[#] END 103,500[#]

CLIMB TO 31,000' 60 MILES 1300[#] FUEL 100 → 110K 91 NAM/1000[#] 875

102,300 → 90,000 1070 100 → 110K 91 NAM/1000[#] 92

90,000 → 88,690 120 1310[#] FUEL

OVER HIGH COME 88,690[#] 8490[#] FUEL 8150[#] WARE (3:15 MIN)

BASIC AIRCRAFT + PYLONS

IF: PAYLOAD REDUCED FROM 22,000[#] TO 20,500[#] (1,500[#])

USABLE FUEL RESERVE IS 3,850[#] OR 1:32 HOURS

IF: OVERLOAD OF FUEL FOR TAXI etc SO AS TO TAKE OFF AT 124,000[#]

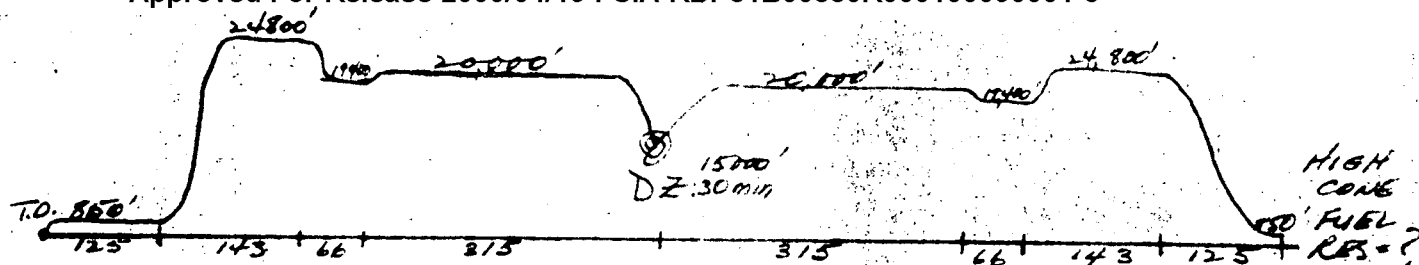
THEN WITH 22,000[#] PAYLOAD 3,750[#] RES 1:30 HOURS

WITH 20,500[#] PAYLOAD 5,250[#] RES 2:06 HOURS

BASIC AIRCRAFT + PYLONS + 1 BENSON

PAYLOAD OF 16,500[#] RESERVE 8,150[#] 3:15 HOURS

IF OVERLOAD AS ABOVE TO T.O. AT 123,365 8,915[#] 3:34 HOURS



BASK WT	63,000	MAX GROSS	124,000
INTERNAL FUEL	34,465 (USABLE 34,125)	T.O. - Pylon FUEL	118,965
WT of PYLONS	1,000	Pylon FUEL	5,045 (775 GALS)
CARGO	20,500		
TOTAL	118,965	USABLE FUEL for MISSION	39,170*

START ENGINES, TAXI, TAKE OFF 1,400# FUEL

T.O. GROSS WT 122,600#

CLIMB TO 8500' 2 MILES 1 MIN 100# FUEL

WT AT START OF CRUISE 122,500#

SL. 43 NAM/1000# } 44 NAM/1000# @ 8500' less 4% = 42.2 NAM/1000#
 5000' 49 NAM/1000# }
 T.O. 2 MILES

122,500# → 119,580# 2920# FUEL 123 MILES

CLIMB TO 24800 2100# FUEL 82 MILES

WT AT START OF CRUISE 117,480#

25,000' 76 NAM/1000# - 4% = 73 835# FUEL 61 MILES

WT AT START OF DESCENT 116,645#

DESCEND TO 19,400' 70# FUEL 15 MILES (Now 116,575#)

19,400' 70.5 NAM/1000# - 4% = 67.5 755# FUEL 51 MILES (Now 115,820#)

CLIMB TO 20,000 50# FUEL 2 MILES (Now 115,770#)

20,000' 71.0 NAM/1000# - 4% = 68.1 4450# FUEL 303 MILES (Now 111,320#)

DESCEND TO 15,000' 115# 10 MILE (Now 111,205#)

ENTER 30 MIN @ 15,000' 775# FUEL 15 MILES (Now 111,030#)

DOCUMENT NO. 8
 NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
 CLASS. CHANGED TO: TS ☒ S ☒ C
 NEXT REVIEW DATE: 2011
 AUTH: HR 70-2
 DATE: 2010/01/11 REVIEWER: 010956

		GRWT
		109,650
CLIMB TO 20,000'	400# FUEL 15 MILES	(109,250#)
20,000 73 NAM/1000# - 4% = 70.1	4,280# FUEL 300 MILES	(104,970#)
DESCEND TO 19,400'	50# FUEL 2 MILES	(104,920#)
19,400' 73.4 NAM/1000# - 4% = 70.5	910# FUEL 64 MILES	(104,010#)
CLIMB TO 24,800'	350# FUEL 19 MILES	(103,660#)
24,800' 80.2 NAM/1000# - 4% = 77	1610# FUEL 124 MILES	(102,050#)
DESCEND TO 850'	490# FUEL 50 MILES	(101,560#)
SL 44.6 NAM/1000# } 45.7 NAM/1000# @ 850' - 4% = 43.9 NAM/1000#		
5000' 50.7 NAM/1000# }		
850' 43.9 NAM/1000#	1710# FUEL 75 MILES	(99,850#)

GRWT OVER HI CENE (850') 99,850#

BASIC WT 63,000

PYLON WT 1,000

UNUSABLE FUEL 240

CARGO 20,500

TOTAL 84,840#

99,850

84,840

15,010# FUEL RESERVE

MAX ENDURANCE = 950# / HR / ENG = 3800# / HR

RESERVE = 3.96 HOURS 3:57 HOURS

HIGH
CONE
FUEL
RES.?

T.O. 1250 miles 1250 miles

BASIC WT	63,000	}	98465	124000
INTERNAL FUEL	34,465 (34,125) ^{USABLE}			
WT OF PYLONS	1,000		22000	120465
MAX GROSS	124,000		120465	3,535 [#] fuel pylons

USABLE FUEL for MISSION 34,125 + 3535 = 37,660[#] ←

START ENGINES, TAXI, TAKE OFF 1400[#] FUEL

T.O. GR WT 122,600[#]

CLIMB TO 26000' 2350[#] FUEL 0:22 MIN 95 MILES

GR WT START OF CRUISE 120,250[#]

25K' 120K[#] 77 NAM/1000[#]

25K' 110K[#] 80.5 " " 30K' 86

25K' 100K[#] 84 " " 30K' 91

26K' 120,250 → 110,000[#] 77 NAM/1000[#] less 4% 120,250 → 110,000 74 NAM/1000[#]

" 110,000 → 100,000[#] 81.5 " " " 110,000 → 100,000 98.5 " "

T.O. & CLIMB 95 MILES

120,250 → 110,000[#] 759

110,000^{WT} 105,220[#] 375

DESCENT TO 15000' 21

(180[#] FUEL) 170[#] fuel

LOITER @ 15000' START 105,040[#] 1540[#] FUEL END 103,500[#]

CLIMB TO 31000' 80 MILES 1300[#] FUEL 100 → 92K 91 NAM/1000[#] 4%

102,200 → 90,000 1070 90 → 80K 96 NAM/1000[#] 4%

90,000^{WT} → 80,000 120 1310[#] FUEL

OVER HIGH CONE 88,690[#] 2690[#] FUEL 2,350[#] USABLE (56 NAM)

DOCUMENT NO. 9
NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
CLASS. CHANGED TO: TS 7014
NEXT REVIEW DATE: 2014
AUTH: HR 70-2
DATE: 2010/01/11 REVIEWER: 010956

C-130A w/ PYLONS & 1 BENSON TANK

BASIC WT	62000	}	99,165 w/ EXTRA FUEL 124,000 MAX
BENSON TANK	700		
PYLON	1000		
INTERNAL FUEL	34465 (34125) ^{USABLE}		
			16,500 CARGO
			115,665
			8,335 EXTRA FUEL

BENSON FUEL 3,250 (FULL)

PYLON FUEL 5,085 (PARTIAL FUEL)

USABLE FUEL FOR MISSION $34125 + 3250 + 5085 = 42,460^{\#}$

START ENGINES, TAXI, T.O. 1400[#] FUEL

T.O. GROSS WT 122,600[#]

CLIMB TO 26,000' 2350[#] FUEL 0:22 MIN 95 MILES

GROSS WT START OF CRUISE 120,250

26K' 120,250 $\rightarrow$ 110,000 77 NAM/1000[#] - 4% = 74 NAM/1000[#]

110,000 $\rightarrow$ 100,000 81.5 " " - 4% = 78.5 " "

T.O. & CLIMB 95 MILES

120,250 $\rightarrow$ 110,000 759

110,000 $\rightarrow$ 105,220 375

DESCENT TO 15K' 21 (180[#] FUEL)

LOITER 0:30 MIN @ 15,000' START 105,040[#] 1540[#] END 103,500[#]

CLIMB TO 31,000' 60 MILES 1300[#] FUEL 100000K 91 NAM/1000[#] - 4% = 87.5

102,700 $\rightarrow$ 90,000 1070 90000K 96 NAM/1000[#] - 4% = 92

99,000 $\rightarrow$ 88,690 120 1310[#] FUEL

OVER HIGH CONE 88,690[#] 8490[#] FUEL 8150[#] USABLE (3:15 MIN)

BASIC AIRCRAFT + PYLONS

IF: PAYLOAD REDUCED FROM 22,000[#] TO 20,500[#] (1,500[#])

USABLE FUEL RESERVE IS 3,850[#] OR 1:32 HOURS

IF: OVERLOAD OF FUEL FOR TAXI etc SO AS TO TAKE OFF AT 124,000[#]

THEN WITH 22,000[#] PAYLOAD 3,750[#] RES 1:30 HOURS

WITH 20,500[#] PAYLOAD 5,250[#] RES 2:06 HOURS

BASIC AIRCRAFT + PYLONS + 1 BENSON

PAYLOAD OF 16,500[#] RESERVE 8,150[#] 3:15 HOURS

IF OVERLOAD AS ABOVE TO T.O. AT 123,365 8,915[#] 3:34 HOURS